

The China Mail.

Established February, 1845.

GOLD MEDALS, PARIS 1878-1889
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and Having Greatest
Durability, are Therefore
CHIEFLY
The only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS.
Serial Nos. 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000, 10100, 10200, 10300, 10400, 10500, 10600, 10700, 10800, 10900, 11000, 11100, 11200, 11300, 11400, 11500, 11600, 11700, 11800, 11900, 12000, 12100, 12200, 12300, 12400, 12500, 12600, 12700, 12800, 12900, 13000, 13100, 13200, 13300, 13400, 13500, 13600, 13700, 13800, 13900, 14000, 14100, 14200, 14300, 14400, 14500, 14600, 14700, 14800, 14900, 15000, 15100, 15200, 15300, 15400, 15500, 15600, 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To-day's Advertisements.

CUSTOMS NOTIFICATION.

I am informed by TELEGRAPH that the following SANITARY REGULATIONS have been put in force at SHANGHAI from To-day.

H. M. HILLIER,
Commissioner of Customs for
Kowloon and District.

Hongkong, May 6, 1896.

HARBOR NOTIFICATION.

No. 1 of 1896.

Notice is hereby given that with a view to prevent the IMPORTATION OF PLAGUE into SHANGHAI, the following Regulations are published at the request of the TACIAL, acting upon the recommendation of the Sanitary Board, and that they will be strictly enforced so soon as the necessary means for so doing have been arranged. The date from which they are to be enforced in their entirety will be notified later, and pending such notification, which affects Rules 3, 4 and 7, the remaining rules are in full force and effect.

General Rules: The "Sanitary Regulations for the Port of Shanghai" as published in July 1874, remain in force, except that Regulation 4 shall read:

"Such vessels shall anchor two miles below the Lower Limit of the Harbour, and River Police Constables will be placed to keep watch outside the vessels so as to allow no one to go on board or to leave them, pending the Health Officer's decision."

II. Special Rules supplementing the above so far as vessels from infected ports are concerned.

1. All vessels arriving at Shanghai from Hongkong or Canton or any other infected port having called at intermediate ports or not, shall be medically inspected. Inspection can only be made during daylight from 6 a.m. to 6 p.m. Vessels arriving after 6 p.m. will be required to remain below the limit named in Rule 2 until inspected.

2. This inspection shall be carried out two miles below the Lower Harbour Limit as provided for in the Harbour Regulations.

3. All baggage and cargo considered dangerous by the Inspecting Officer shall be landed on the Pootung shore and disinfected with sulphur vapour.

4. In case there are no persons suffering from Plague on board, the vessel shall be admitted to pratique—after the landing of baggage if necessary—as provided for in Rule 3.

5. In case there are persons suffering from Plague on board, the vessel shall not come nearer to Shanghai than the limit named in the preceding Rule 2 until the instructions of the Inspecting Officer have been carried out, and a written certificate to that effect from the Inspecting Officer is submitted to the Commanding Officer of such vessel.

6. Every vessel bound to Shanghai from an infected port, and being detained on account of her draught or for any other reason below the Wosung Inner Bar, shall if there are any persons suffering from infectious disease on board or if there have been any deaths on board from infectious disease during the voyage, be governed by Article 11 of the Harbour Regulations for Wosung, as regards her anchorage. In the case of every vessel thus detained, all baggage, cargo, etc. shall be disinfected from her, and no passenger or other person shall disembark from her until she has been visited by a duly-appointed Health Officer, for the time being, of the Port of Shanghai, and then only in accordance with such Health Officer's directions. Provided, however, that, in the case of such vessels as carry a duly-qualified surgeon, passengers and their baggage may be transferred to steam tenders at Wosung, after all precautions necessary to prevent the spread of contagion by the same have been carried out under the direction of such surgeon, and the fact duly certified by him in writing, for the information of the Harbour Authorities of the port; but every tender conveying passengers and/or baggage as above must stop two miles below the Lower Harbour Limit of Shanghai for inspection by the Health Officer of the port.

7. A vessel coming to Shanghai from an infected port and detained below Wosung Inner Bar, may, if there is no case of infectious disease on board and if there has not been any case of infectious disease during the voyage, discharge her passengers and their baggage into the Shanghai, but every such tender shall—regards inspection, etc.—be governed by the preceding Rules.

A. M. BISBEE,
Harbour Master.Approved: L. ROCHER,
Commissioner of Customs,
Shanghai, 6th May, 1896.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA).

The Co.'s Steamship

Hoholow, will leave for the above

Ports TO-MORROW (Thursday), the 7th

Instant, at 6 p.m.

For Freight or Passage, apply to

MELOERS & Co., Agents.

Hongkong, May 6, 1896.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship

Karlruhe, will leave for the above

Ports TO-MORROW (Thursday), the 7th

Instant, at 6 p.m.

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Hongkong, May 6, 1896.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship

Karlruhe, will leave for the above

Ports TO-MORROW (Thursday), the 7th

Instant, at 6 p.m.

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MELO

The German chartered transport *Weimar*, with crew for the *Arcona*, *Iron*, *Kaiser*, and *Kornorant*, left Singapore on the 29th April for Nagasaki.

The 'Georgia' and 'Magenta' performances have not been well received in Ceylon, where attempts have been made to follow up the *Koto Chronicle* success.

A BODA water famine was threatening Bangkok according to latest advices. Cholera having claimed several victims in the Siam capital, water is at a discount, hence the demand for aerated water.

The return football match between the Singapore O.C. and I.L.M.S. *Undoubtedly* resulted in a win for the Club by 1 goal to nil. The Club played with ten men throughout. In the previous match the *Undoubtedly* were beaten by 3 goals to nil.

Quoting the comments of our correspondent 'Diogenes' on the 'Hard Case' submitted to the Field by the Hon. Secretary of the Hongkong Cricket Club, the Editor of the *Singapore Free Press* adds:—Our opinion does not agree with that of the Field. The club literally conforms to the rule governing 'out' by a catch. The ball has been touched by the bat, and it has not yet touched the ground. The decision given by the Field could be used in this way. A ball runs up the bat and appears likely to fall on the batsman; it may, however, fall just behind him. The decision in question would entitle the batsman again to interpose his bat and baulk the wicket-keeper of what might prove to be a quite legitimate catch. Another point arises out of this. A batsman plays the ball, but it spins in again towards the wicket. He plays hard down on it again to keep the ball out. It rebounds from his pads and again comes in, touches the wicket, and the batsman falls. The second stroke according to the Field's decision gives immunity from being out as the batsman could not run, and he is therefore not out! But many of us have seen, in any extended cricket experience, a batsman after playing the ball, fizzle it repeatedly in keeping it out of the wicket. Had he knuckled it on with even a third or a fourth effort or kicked it on to the wicket with his foot he would certainly be given out. Yet it is manifest he could not run, either for the third or fourth contact with the bat, nor could he score a leg by kicking the ball away in trying to keep it off the wicket with his foot. It seems to us that the bat in a second stroke is merely a part of the person. If the batsman after playing the ball, voluntarily interposes his bat or any part of his person to save his wicket he has that privilege given him by the rule, but at the same time he is deprived of any claim to score off the second contact, but he must accept the risk of being out. If after playing the ball, it goes up and again falls upon his person or even upon his bat he making no voluntary second stroke movement, and the ball bounds off, he can both score and obviously can be out, on the result. The umpire can judge best as to this. That, at any rate, is the principle on which we should go in seeing as umpire. We do not think that the Field opinion shows signs of having considered the question fully in its various bearings.

ALLISON Pianos, Art Models, very fine, \$400/450; O'Brien Pianos, small but excellent, \$175/220.—W. Robinson & Co.

The latest addition to the Messagerie Maritime fleet is about to be the *Ordre*, a steel screw steamer of 6,500 tons gross register, built last year by the Company at La Ciotat. Her dimensions are 462 feet in length, 47 feet in breadth and 35 feet in depth. Her engines are of the triple expansion type.

The name of Father Visco is mentioned as a likely successor to the vacant See of Malacca. Father Visco succeeded Bishop Gassier in Bangalore, and is also the Principal of the College there. He is said to be of the ablest and most energetic priests of the Foreign Missions in the East.

There are at present, says the *Mainichi*, thirteen clock factories in the Empire, which produce over 240,000 clocks every year. As imitation clocks have begun to be turned out and shipped to China in late years, the manufacturers organized a guild last year with a view to stopping this evil. A rule was adopted to build a general mechanism once a year and not to engage mechanics without testimonials from their last employers.

This venerable Dowager Duchess of Abercorn has had an unusual experience, even for one who can count, as her Grace can, 120 descendants. Within twenty-four hours she has been presented with four great-grandsons, Lady Edith King-Neale and Lady Frances Grey having both given birth to sons on the same day, the Hon. Mrs. Frederick Anson gave birth to twin boys. All these ladies are granddaughters of the duchess.

There is a great gathering of steamers in the river in anticipation of brick business in rice. There appears to be some division of opinion among local rice merchants as to the supply of paddy (says the *Siam Free Press* of the 24th April). On some sides it is asserted that brick business will not be started for another month, and this view seems shared by a number of the principal Chinese dealers. While on the other hand a week's time is expected to see steamers loading rapidly and clearing from the port. The Scottish Oriental vessels are here in some force and others are expected, though the river cannot be said to be unusually crowded for the time of the year. Rice business will probably drag a little this year.

W. Robinson & Co. have 150 Pianos for Hire on Monthly Payments, also Pianos returned from Hire cheap.

REUTERS' TELEGRAMS.

(SUPPLIED TO THE 'CHINA MAIL'.)

LONDON, May 4, 1896.

COMMERCIAL TREATY BETWEEN JAPAN AND SWEDEN.

A Commercial Treaty between Japan and Sweden has been signed at Stockholm.

LI HUNG CHANG IN EUROPE.

After the Russian Coronation festivities, Li Hung Chang will visit the Courts of the Treaty Powers, partly with the view of obtaining an increase of five to eight per cent on the *ad valorem* import duties at the treaty ports.

THE ENGLISH PRESS AND THE LOTHAIRE ACQUITTAL.

The English Press is indignant at the acquittal of Capt. Lothaire, and declares the matter must not be allowed to rest.

LONDON, May 4, 1896.

SUSPENSION OF THE DUTY ON RICE IN TONKIN.

Owing to a famine in Tonkin, the French Government has abolished the duty on rice from Hongkong until June.

(Le Courrier de Saigon.)

MADAGASCAR.

Paris, April 25.

The Senate has unanimously voted the credits for Madagascar in the belief that Sarrion will be asked this evening to form a Cabinet. Demonstrations were held last night against the Senate.

THE FRENCH CABINET.

Paris, April 26.

President Faure has asked Sarrion to form a Cabinet. Sarrion will reply to-night.

Paris, April 27.

Sarrion refused to form a Cabinet, and the President has sent for Méline.

Paris, April 28.

The following is Méline's Coalition Cabinet:—

- Certaines:—
- Méline.....Agriculture.
- Barthou.....Interior.
- Handou.....Foreign Affairs.
- Chochery.....Finance.
- Deschanel.....Colonies.
- André Lebou.....Commerce.
- General Billot.....War.

Probables:—

- Darlan.....Justice.
- Admiral Desnair.....Navy.
- Vallo.....Public Works.
- Rambaud.....Education.

Paris, April 28.

Deschanel has refused the portfolio of Minister for the Colonies; Lebou will take it.

THE PRINCE BULGARIA.

Paris, April 25.

The Prince of Bulgaria has arrived.

Paris, April 26.

Visits have been exchanged between the Prince and President Faure, Brisson, Loubet, and Bourgeois.

SHANGHAI RACES.

SECOND.—Tuesday, May 5.

1.—THE GREAT NORTHERN PLATE.—Value, Tls. 125; second pony, Tls. 25.—For Ponies that have run at this meeting. Weight for inches as per scale.—Winner of one race at this meeting, Tls. extra; two or more races, 10lbs. extra.—Entrance Tls. 5.—Three-quarters of a mile.

- Black and White.....1
- Sarada.....2
- Aryama.....3

21 starters. Time, 1.32.

THIRD DAY.—Wednesday, May 6.

1.—THE GREAT NORTHERN PLATE.—Value, Tls. 125; second pony, Tls. 25.—For Ponies that have run at this meeting. Weight for inches as per scale.—Winner of one race at this meeting, Tls. extra; two or more races, 10lbs. extra.—Entrance Tls. 5.—Three-quarters of a mile.

- Racelstone.....1
- Mengji.....2
- Comet.....3

18 starters. Time, 1.31.

2.—THE SHANGHAI HANDICAP.—Value, Tls. 150; added to the Sweepstakes of Tls. 5 each.—For all ponies that have run at this meeting.—First pony to receive 70 per cent; second pony, 20 per cent; third pony, 10 per cent.—To be handicapped after the Second Day's races.—One mile and a half.

- Tristan.....1
- Destroyer.....2
- Sans Pareil.....3

18 starters. Time, 5.16.

3.—THE SHANGHAI STAKES.—A Sweepstakes of Tls. 5 each.—For Subscribers Grifins of this Meeting.—First pony to receive 70 per cent; second pony, 20 per cent; third pony, 10 per cent.—To be handicapped after the Second Day's races.—One mile and a half.

- Niblick.....1
- Jack Sprat.....2
- Gecko.....3

10 starters. Time, 2.7.

4.—THE PARI-MUTUEL CUP.—Value, Tls. 100; added to the Sweepstakes of Tls. 5 each.—Second pony to receive 20 per cent, and the third pony 10 per cent of the Stakes.—For China Ponies.—Weight for inches as per scale.—Griffin at date of entry allowed 7lbs.—Non-starter and Winner at this Meeting, Tls. extra.—One mile and a half.

- Sinaberry.....1
- Sinaberry.....2
- Spartan.....3

9 starters. Time, 3.15.

5.—THE YANCHING STAKES.—Value, Tls. 150; Second pony Tls. 50.—For China Ponies that have run at this Meeting.—Weight for inches as per scale.—Non-Winner allowed 10lbs.—Entrance, Tls. 5.—Two miles.

- Sinaberry.....1
- Sinaberry.....2
- Primrose.....3

9 starters. Time, 4.44.

THE FAMINE IN TONKIN.

CHILDREN SOLD FOR A FEW CENTS.

(From Our Own Correspondent.)

Hanoi, April 25.

The situation in Tonkin at the present moment is most serious. A terrible famine, which threatens to plunge the most prosperous portions of the country into the direst misery for many years, just when the Colony is on the point of entering on a new era of prosperity, is devastating Tonkin. Last year the rainfall was meagre, and in consequence the harvest has been a failure. The Annamites at the best of times are improvident, living from hand to mouth and putting aside very little rice as a provision for times of scarcity. It is not to be wondered at, therefore, that the natives throughout the whole of the country are in the most miserable condition. It is reported that mothers are offering their children for sale for a few cents, and in Hanoi even only the other day a mother offered to sell her three children for eight cents, preferring to hand them over to a European rather than see them perish from hunger in her arms!

In the towns everywhere the streets are crowded by natives who have come in from the provinces to beg for rice. It is not so bad in the towns, but in the country the state of affairs is awful. The inhabitants immigrate from districts en masse. In the provinces of Sontay (in the North), Bac-Ninh, and Hung-Yen this exodus is most marked. Where do all these famished people go? A natural enough question. As I have already indicated to you some of the people reach the cities to beg for assistance; the remainder—Well, they are going about pillaging and perpetrating acts of the grossest violence.

Rice has attained a fabulous price. I am told that at Lang-Son the price has gone up to \$5.20 a picul—what will it cost in two or three months hence? The Chinese monopolists, as you may imagine, recognize that this is their opportunity, and have already indicated a disposition to form all sorts of syndicates for buying up the first crops. These combinations are of such a nature that if the Government does not take steps to prevent this action of the monopolists there is every likelihood of the misery throughout the country being prolonged even beyond the next harvest. I understand that steps are being taken, however, to mitigate the suffering. Already, the Governor-General has sent to Cochinchina for five hundred tons of rice, valued at \$39,000, which will be forwarded to the provinces where the famine is felt most acutely, the expenditure to be repaid by the provinces in two years. M. Rousseau has also subscribed \$900 and the Secretary General, M. Fouré, \$300, and a public subscription has been opened by the newspapers in Tonkin for the benefit of the starving, and various Societies have announced their intention to hold entertainments in aid of the Famine Fund. This may be successful in assuaging the difficulties of the moment, but it will offset no permanent amelioration. In spite of the recent loss of 80,000,000 francs the coffers of the Protectorate are empty. Should cholera break out virulently, or any similar epidemic, which is not at all improbable, then it will be a veritable calamity. Already several cases of the terrible scourge have been reported from the provinces where the famine has been felt most severely. If the cholera gets a little headway it will have a disastrous effect upon the miserable native population.

You will see from the facts I have stated above that at the present moment Tonkin is in a most terrible plight.

L'Indo-Chine Française publishes an open letter addressed to M. Rousseau, the Governor-General, on the subject of the famine and the Customs, accusing the Government of assisting to produce the famine in the Protectorate by imposing such duties upon imported rice as to raise the price of the staple native diet beyond the means of inhabitants of the country. In order to raise the revenue from the Customs the country was being sacrificed. Our contemporary advocates the adoption of strong measures towards the grain monopolists, and advises the Government to compel the Chinese merchants to part with their stocks under pain of severe punishment and the confiscation of their rice.

The Batavia correspondent of the *Singapore Free Press*, writing on the 30th April, says:—The small English community have been much upset by the death of Mr. W. Moore, (Accountant of the Chartered Bank here) which took place last Sunday from abscess on the liver and other complications. He had recently returned from a trip north for the benefit of his health, but had only been back in Java for a short time when the malady above reported confined him to his house. His residence in Batavia extended over some years, and, while being well known, he was much appreciated by a large circle of friends for his many and upright personal qualities. The English community will miss a good friend and a firm friend. In the absence of a clergyman the Consul read the burial service. Mr. Moore has left a young widow.

INSURANCES IN THE BLOOD.—We have seen hosts of letters from people who have received great benefit from the use of Clarke's Blood Purifier. It cannot be too highly estimated, for it cleanses and clears the blood from all its impurities. This is a good testimonial from the *Family Doctor*, which goes far to say:—'It is the finest Blood Purifier that science and skill have brought to light, and we can with the most confidence recommend it to our subscribers and the public generally.' For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Eruptions and Sores of all kinds, it is a most valuable remedy. Thousands of wonderful cures have been effected by it. Clarke's Blood Purifier is sold everywhere, at 2s. 6d. per bottle. Beware of worthless imitations and substitutes.

UPON the tombstone of a man who was killed in a boiler explosion in Georgia is the solitary line: 'He was blown up.' That must be a great consolation to his surviving relatives, for the statement leaves no doubt as to which way he went.

JUDAS.—What astonishing circumstances surround the case of Judas? Counterfeiter—Piano, your honor, I made the money to 'pay for my lodgings. I judge—Very good. It will pay for your board and lodgings for the next five years.

THE CHAMPION SWEEPSTAKES.—Value, Tls. 350; second pony, Tls. 100; third pony, Tls. 50.—A forced entry for and open only to Winners at this Meeting; optional for the Winners of the Consolation Cup and Subscribers Griffin Races.—Weight for inches as per scale.—Each pony entered to pay five per cent of the value of the Stakes and Prizes won.—One mile and a quarter.

- Leader.....1
- Vagabond.....2
- Playmate.....3

11 starters. Time, 2.38.

9.—THE KIL DESCHANEL CUP.—Value, Tls. 100; second pony, Tls. 25.—For Subscribers Griffin of this Meeting that have run and not won a Race.—Weight for inches as per scale.—Entrance, Tls. 5.—Three-quarters of a mile.

- Jack Sprat.....1
- Edwin.....2
- Gold Dust.....3

13 starters. Time, 1.33.

10.—THE GRAND NATIONAL STEEPCHASE.—Value, Tls. 150; with Tls. 50 for second pony, provided there are four or more starters.—For China Ponies.—Weight for inches as per scale.—Non-Winner of a Steeplechase allowed 6lbs.—Entrance, Tls. 5.—Twice round a course selected by the Stewards.

- Auctioneer.....1
- Brigand.....2
- President.....3

4 starters.

REVIEW.

'Sport in India and Somal Land,' by Surgeon-Capt. Edge, A.M.S.

This 'Mullum in Parvo' of 170 pages well achieves the purpose for which it is written, viz., as an introduction to sport for novices and an aid to those who may already have had some experience. The chapter on 'Outfit' is clear and decisive; it is written with due consideration for the purse of the sportsman. The book bristles with invaluable 'tips' as to life in the jungle whether on or off the 'trail.' The translation of some of the Indian terms, however, is faulty, e.g. 'dèche' for 'deché,' 'kark' for 'khaki,' &c., and it is a pity that the conclusion is so abrupt, but no sportsman can hesitate to give ready credence to the incidents narrated by Capt. Edge. A 'Munchausen' in sport is fitted to read immediately. The tone of the book is modest throughout, and its diction pleasant and chatty. The following extract will appeal to anyone experienced in the big game shooting:—

'Lions are not frightened by a camp in a zebra. After dark they are very bold, and it is not safe to go outside, as they are attracted by the camp fire and come to the neighbourhood on the chance of getting a donkey. You may see their tracks in the morning close up to the zebra. It is not, therefore, a bad plan to choose three or four trees near, growing in some form of a circle, ten or twelve feet in diameter, and build a small area about ten feet high, cutting a couple of holes in one side, each about twelve inches long and six inches deep. In front of these a donkey is tethered by the footlock and you lie down on your Wolsley valve after putting your rifle at full-cock in a handy position. If the lion comes the commotion will awake you, and, in your turn, you have as good a sleep as in your tent.'

Again (snipe shooting) 'It was a fine day, who had been shooting. He was asked if there was much sport to be had. "Oh yes," he replied, "I've got fifty-ones to-day, come and see them, there is one bird I do not know what it is." The Officer (to whom he was speaking), highly elated at the prospect of sport, proceeds to another room to inspect the bag and behold king-birds, peacocks, &c., and the strange specimen is picked out which proves to be the only snipe in the bag.'

We venture to predict a wide sale for this book and considerable advantage to its purchasers. Unfortunately, the supply in the Colony is extremely limited, but this, we believe, will soon be remedied and orders may now be booked at the local stores of Messrs Kelly and Walsh and Mr. W. W. Brewer. The book contains between twenty and thirty illustrations.

OUR 'Popular' Piano, handsome, full-toned, strong; guaranteed work, \$325/385.—W. Robinson & Co.

TRAVELLER.—May I take this seat? Maiden (from Boston, Italy)—Where do you wish to take it, sir?

SHE.—Why does a woman take a man's name when she marries? He.—Why does she take everything else he's got?

FARMER.—I have told you time and again not to speak when other persons were talking, but wait until they stop. 'I've tried that already, mamma. They never stop.'

JUDAS.—What astonishing circumstances surround the case of Judas? Counterfeiter—Piano, your honor, I made the money to 'pay for my lodgings. I judge—Very good. It will pay for your board and lodgings for the next five years.

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- Sinaberry.....1
- Sinaberry.....2
- Primrose.....3

9 starters. Time, 4.44.

COLLISION AT SHANGHAI.

THE PREVENTION OF COLLISIONS AT WOUSUNG.

The following accident that occurred early yesterday morning on the Wousung Bar, by which the steamer *Onco* was sunk, the steamer *Neuchang* seriously damaged, and five Europeans and some three hundred Chinese drowned, necessarily draws attention to the danger of the Bar. Opposite Pheasant Point, where the collision occurred, the river makes a right-angled turn, and a steamer coming in cannot see a steamer coming out at night—though she may see her mast over the land in the daytime—until they are near enough to involve risk of collision. This seems to have been the case in the present case. The *Neuchang* was coming in from Amoy, the *Onco* from the north, and the *Onco* was going out, bound to Hankow with a very large number of Chinese passengers on board. When they sighted each other, the *Onco* had the *Neuchang* in red light on her starboard bow, and Captain Stearn blew one whistle, which was answered by the *Neuchang*, who blew two whistles, and the two steamers should part astern to port side. The captain of the *Neuchang* blew two whistles, intimating that he was starboarding his helm. It seems to have been too late then to do anything, and the *Neuchang* struck the *Onco* on the port side between the bows, cutting into her about ten feet. In the panic some of the Chinese on the *Neuchang* jumped, it is reported, on to the *Onco*. The latter, which was an old vessel, originally the *Peiho* and then the *Toku*, built at Dumbarton in 1870, filled at once and sank in a few minutes, causing a terrible loss of life, notwithstanding the exertions of the U.S. men-of-war, whose boats were on the spot with wonderful promptitude. The *Neuchang* was at once beached on Pheasant Point. Whether any one was to blame for the collision, and if so who, it is, of course, impossible yet to say; but the attention of the Customs, who unfortunately, among the crewed, the second officer of the *Onco*, Mr. Cooper, who was on the bridge with the captain at the time of the collision, is happily saved, but he is not at present well enough to give any account of the accident.

It will be remembered that a very similar accident took place almost at the same spot about two years ago between the steamers *Chingta* and *Kachidate Maru*, and this led to some interesting discussion in our columns, including a very valuable letter from a correspondent who signed himself 'Impressario.' The object of the letter, an extremely able and interesting one, was to point out the danger of which yesterday morning's collision is the latest example. He pictured a pole erected in the middle of the Wousung Bar, with a convenient platform on top. An observer is up there, and from his exalted position he is able to look right over Wousung, the anchorage, and the river, watching the approach of the *Onco*, the *Neuchang*, and the *Onco* as they come in, and he is able to see the danger in time to stop these steamers, to keep them back from meeting in that, narrow, and shallow channel of the Wousung Bar, and he says to himself: 'If my gun is going to be a smash! Cannot they see one another? Is there no one, is there nothing to warn them?'

This graphic sketch shows the danger incurred daily at Wousung, for it must be remembered that where there is one collision, there are fifty close shaves, and steamers often run ashore for an hour or two to avoid collision, when they have been lucky enough to see the danger in time. They can not anchor when they have got to the Bar, and they have got no other place to go for, and are forced to attempt it crossing and strait to avert to pull it through. Is there any way of reducing the danger, which has caused of late years so much loss of property, and now such a terrible loss of life? 'Impressario' suggests a suggestion, which we now repeat. 'Personally, as the tide pole is what we all watch, I would suggest that by the day the flag R.L.M. be hoisted on the tide pole half-way between the cross-arms and the truck; and by night that a blue light be burnt from the cross-arms. (2) That as a special signal to the inward-bound vessel that there is danger on the Bar. I would suggest by day the flag J.D. from the same position, and by night the firing of rockets or red lights above the cross-arms.'

We believe that the objection of the Customs to this time to the adoption of this suggestion, or some similar expedient for reducing this constant danger, was the responsibility that would thereby be incurred by the harbour-master at Wousung. But this is a responsibility that ought not to be shirked if its being incurred will avert such a terrible catastrophe as we have to record this morning.—N.C. Daily News.

LATE TELEGRAMS.

(Times of Ceylon.)

LONDON, April 6.—Mr. J. L. Carew has been elected as the representative of the College Green division of Dublin, in the place of Dr. R. K. Keay, who has resigned.

THE NEW GUNPOWDER.—At Alkathra, April 15.—Such black powder ammunition as still remains with British Infantry Regiments in India is all to be expended during the current year, and only orders thereafter will be issued. The number of rounds left is comparatively small.

THE B.I.S.S. 'JAYA' SUNK IN KARACHI HARBOR.—Calcutta, April 21.—The steamer *Rufford Hall*, proceeding homeward on Sunday afternoon, struck the British India Company's steamer *Jaya*, lying at anchor in Karachi harbor. The *Jaya* sank in fifteen minutes, but by the indefatigable efforts of the port authorities the rent was stopped, the water pumped out, and the *Jaya* floated during the night. The *Rufford Hall* was found to be uninjured, and after the survey proceeded on her voyage the same night.

THE 'BEST REVENUE' AND THE 'AUSTRIAN'—Calcutta, April 24.—The M. steamer *Princess Sophia* reached Aden at 4 o'clock on Tuesday afternoon, on her third voyage to the P. & O. steamer *Australia*, which left Bombay an hour and a half after the *Princess Sophia*.

THE RUSSIAN RED CROSS MISSION FOR AFRICA.—London, April 19.—The Russian Red Cross detachment for Abyssinia proceeds via the French Colony at Djibouti on the Gulf of Tagharah. The Massawa sections return to Khartoum.

PARIS, April 22.—The French Government has authorized the Russian Red Cross Detachment to pass through Onok on their way to Abyssinia.

PRESENT TO THE PHAN OF PERDIA.—London, April 9.—In honor of the Jubilee of the Shah in May, the Czar has presented him with a complete inventory of Krupp guns. GERMANY AND FRANCE AND THEIR POPULATIONS.—London, April 4.—Statistics which have been prepared show that the population of Germany during the past five years has increased by 3,000,000, whilst that of France has only increased by 120,000.

THE FLOODS AND THE CRIMINAL RELIEFS.—Calcutta, April 24.—Owing to the partial destruction of the route, the Criminal reliefs are likely to be postponed for a fortnight. The date of rendezvous at Nowhera remains unaltered. The brigade will probably stay there until all is clear in front.

EXTRAORDINARY WEATHER IN INDIA.—An unusual fall of temperature has taken place in the North-West and Central provinces, the Punjab, Central India, and Rajputana. It is now generally nine degrees below normal; but there was no rain of any consequence. Yesterday there was another phenomenal weather record in Calcutta, showing the coldest atmosphere ever known. On Wednesday afternoon the thermometer was at its lowest point ever recorded, viz., 10.2 degrees.

THE NEW INDIAN LOAN.—ANOTHER RECORD.—London, April 21.—The India Office has invited tenders up to the 28th instant for a loan of £4,400,000 at two and a half per cent. interest. The rate of interest is 95, and the loan is redeemable in thirty years.

NATIONALISATION OF THE TELEPHONE SYSTEM.—London, April 6.—The Government of Great Britain has purchased the main trunk lines of the telephone connecting the towns in that country. This step is preliminary to the nationalisation of the whole telephone system.

THE RUSSIAN OPENING OF MUSKETS.—London, April 6.—The permission recently granted for opening London Museums on Sunday is much appreciated, over a thousand persons having visited the South Kensington Museum yesterday.

THE COREAN EXPOSURE TO RUSSIA.—London, April 21.—Reuter's Yokohama correspondent states that the Korean envoy to Russia, besides raising a loan, is empowered to apply for troops to guard the palace, and for advisers to the Government and military instructors.

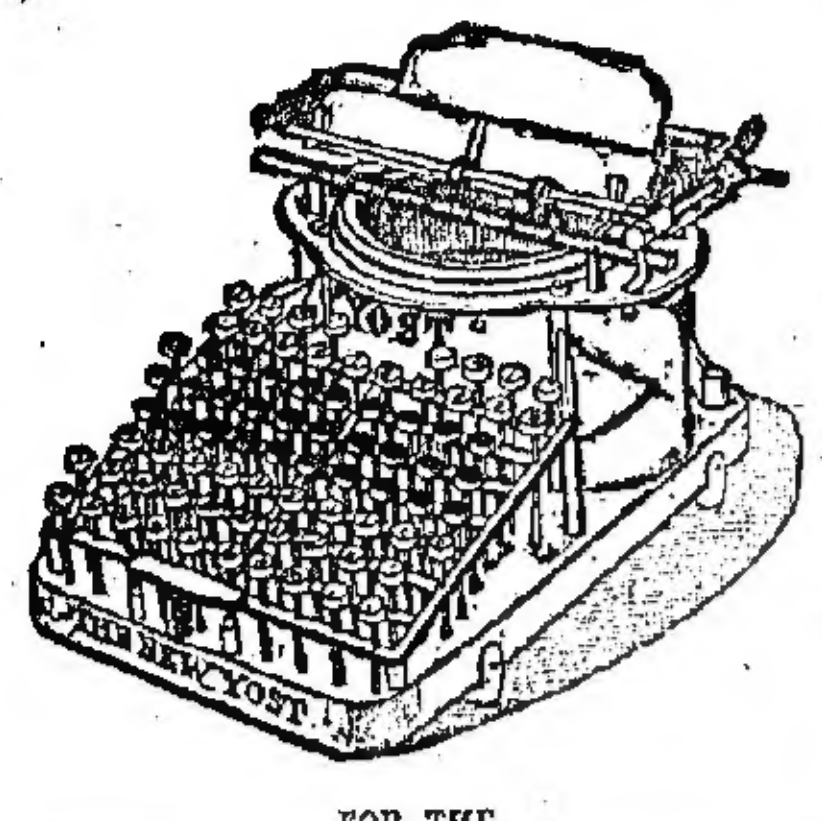
THE CITY AND SUBURBAN.—London, April 22.—The following is the result of the races for the City and Suburban, run at Epsom to-day:—

Intimations.

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SOLE AGENTS

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Extra Bedroom, per month \$40 to 50.00
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Hongkong, April 4, 1896. 725

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SHARE LIST—QUOTATIONS.—MAY 6, 1896.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	30,000	184 1/2	all	184 1/2, = \$355, sellers
Bank of China & Japan, Limited	39,500	2 1/2	all	2 1/2, buyers
Bank of China & Japan, Limited (preference shares)	39,500	2 1/2	all	2 1/2, buyers
National Bank of China, Limited	10,000	250	all	250, sellers
INSURANCE.				
China Insurance Office Co., Ltd.	24,000	83 3/4	all	83 3/4, sellers
South China Insurance Co., Ltd.	5,000	100 1/2	all	100 1/2, ex div., sellers
Straits Insurance Co., Ltd.	50,000	100	all	100, buyers
Union Insurance Society Co., Ltd.	10,000	250	all	250, sales and buyers
Yangtze Insurance Association, Ltd.	8,000	100	all	100, sales
SHIP BUILDING.				
China Fire Insurance Co., Ltd.	20,000	100	all	100, sales and sellers
Hongkong Fire Insurance Co., Ltd.	8,000	250	all	250, sales and sellers
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	125, = \$363.75, [sales & sellers]
STEAMSHIP.				
China and Malacca S. S. Co., Ltd.	5,000	50	all	50, sales
Douglas Steamship Co., Ltd.	20,000	100	all	100, sales and sellers
H. K. O. & M. Steamship Co., Ltd.	80,000	10	all	10, sales
Indo-China S. S. Company, Limited	20,000	10	all	10, sales
China Mutual S. S. Co.	20,000	10	all	10, sales
DO. (new issue).	20,000	10	all	10, sales
REFINERIES.				
China Sugar Company, Limited	20,000	100	all	100, sellers
Wanchai Sugar Company, Limited	7,000	100	all	100, sellers
WHAVERIES.				
H. K. & W. Wharf & Godown Co., Ltd.	20,000	100	all	100, sales and sellers
Wanchai Warehouse and Storage Co., Limited	2,000	100	all	100, sales and sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	100	all	100, sales and sellers
Kowloon Land and Building Company, Limited	6,000	50	all	50, sales and sellers
Humphreys' Estate & Finance Co., Ltd.	25,400	10	all	10, sales and sellers
West Point Building Co., Limited	12,500	60	all	60, sales
TRAMWAYS.				
H. K. High-Level Tramway Co., Ltd.	1,250	100	all	100, buyers
MINEING.				
Joleba Mining & Trading Co., Ltd.	45,000	3	all	3, sales
Punjab Mining Co., Ltd.	80,000	3	all	3, sales
Société Française des Charbonnages du Tonkin	12,000	500	all	500, sales
NEW BALANCE GOLD MINEING CO., LTD.	50,000	3	all	3, sales
Ramb. Aust. Gold Mining Co., Ltd.	200,000	1 1/2	all	1 1/2, sales
Oliver's Freshford Mines, Ltd.	5,000	5	all	5, sales
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,000	100	all	100, buyers
H. G. Brown & Co., Limited	6,000	50	all	50, buyers
NOTES, ETC.				
Hongkong Hotel Company, Ltd.	6,000	50	all	50, buyers
A. S. Watson & Co., Limited	30,000	10	all	10, sales and buyers
Dakin, Cruickshank & Co., Ltd.	50,000	5	all	5, sales
LIGHTING.				
H. K. and China Gas Co., Limited	7,000	10	all	10, buyers
Hongkong Electric Co., Limited	10,000	10	all	10, sales and buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	10	all	10, sales
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ltd.	8,000	12 1/2	all	12 1/2, sellers
Campbell, Moore & Co., Limited	1,200	10	all	10, sales
Geo. Fenwick & Co., Limited	6,000	25	all	25, sales
Hongkong Bakery Company, Ltd.	600	50	all	50, sales
Hongkong Dairy Farm Co., Ltd.	10,000	10	all	10, sales and buyers
Hongkong Ice Company, Limited	5,000	25	all	25, sales and buyers
H'kong Rope Manufacturing Co., Ltd.	5,000	50	all	50, sales
Ewo Cotton Spinning and Weaving Co., Ltd.	10,000	100	all	100, sales
International Cotton Manufacturing Co., Ltd.	10,000	100	all	100, sales
Leai-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	100	all	100, sales
Carmichael & Co., Ltd.	2,000	20	all	20, sales
Soy Chee Cotton Spinning Co., Ltd.	2,000	200	all	200, sales
Founders' shares.				
Chinese Imperial 1886	727,200	250	7 1/2 p. ann.	10 1/2 p. ann., sales
A. G. STOKES, Share Broker.				

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MANILA.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, on or before the 9th Instant, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 2, 1896. 922

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Hertha, Capt. HILDEBRANDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, April 30, 1896. 901

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

GERARD C. TONY, Amer. barque, Capt. J. F. Shurtleff—Standard Oil Co.
LUCILE, American ship, Captain J. E. Ballard—Captain.

QUEEN ELIZABETH, British ship, Captain C. E. Fulton—Shewan & Co.
SINTRA, Amer. ship, Capt. Woodridge—Widner & Co.

Notices to Consignees.

MUGOL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, on or before the 9th Instant, after which no Claims will be recognized.

DODWELL, CARLILL & Co., Agents.

Hongkong, May 5, 1896. 943

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER BRINDISI.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, on or before the 9th Instant, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 4, 1896. 937

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BRECONSHIRE.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL, CARLILL & Co., Agents.

Hongkong, May 2, 1896. 927

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL, GLASGOW, NEWPORT AND SINGAPORE.

THE Company's Steamship Mayana having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, on or before the 9th Instant, after which no Claims will be recognized.

HOLLIDAY, WISE & Co., Agents.

Hongkong, May 2, 1896. 921

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MINZAPORE.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m. No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, on or before the 9th Instant, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 1, 1896. 915

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Intimations.

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